

THE ILLUSTRATED LONDON NEWS

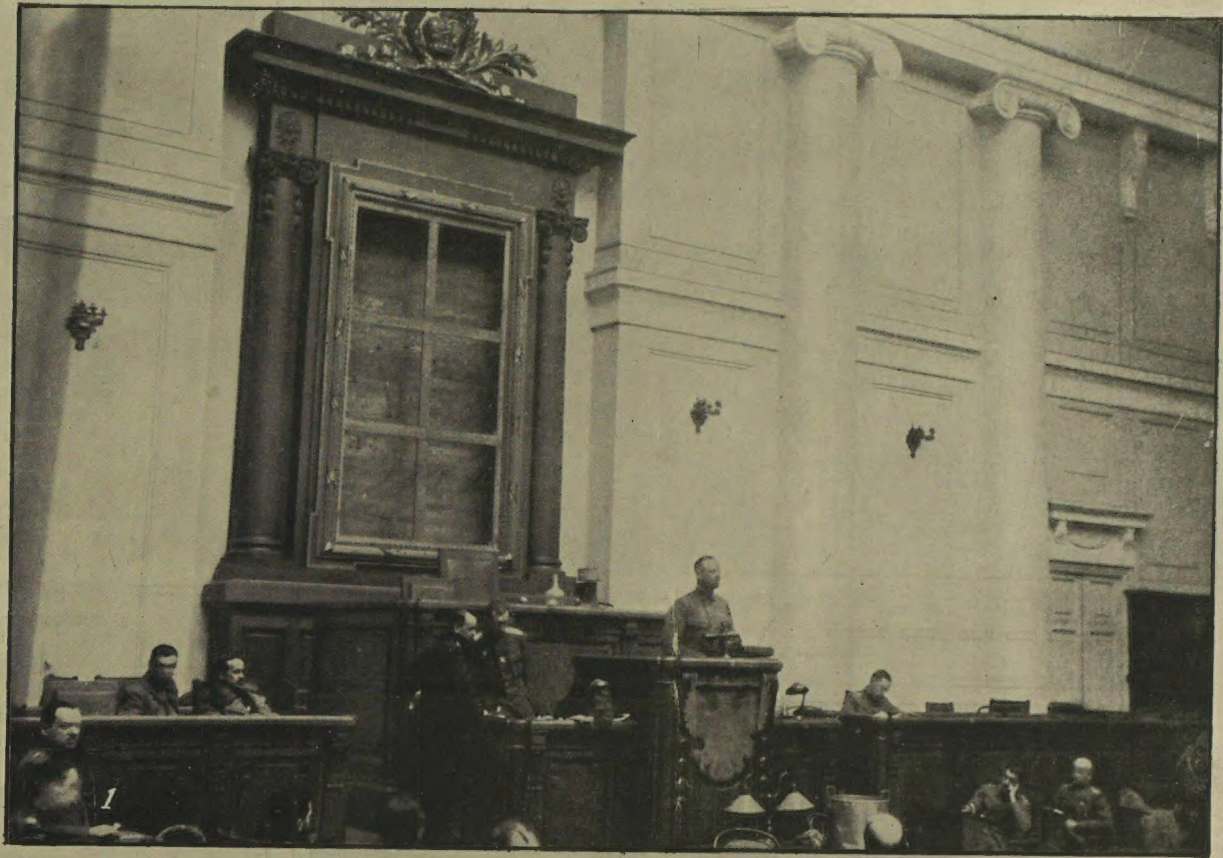
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SEVENPENCE.

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THE REVOLUTION IN RUSSIA: (1) A SCENE IN THE DUMA, WITH THE EMPTY FRAME WHICH HAD CONTAINED THE EMPEROR'S PORTRAIT; (2) THE BURNING OF IMPERIAL EMBLEMS TORN FROM BUILDINGS.

The news of the Revolution in Russia was published in this country on March 16. It began about a week earlier, and for several days Petrograd was the scene of events which changed the destinies of Russia. The above two photographs, which were among the first to reach England, were taken during those momentous days. The upper one shows the interior of the Duma chamber in the Tauris Palace, with the rostrum and, behind it,

the large frame from which the portrait of the Emperor Nicholas had been removed. Military uniform, it will be noticed, was the order of the day among those present. In the lower photograph a wounded soldier is seen, amid a delighted crowd, stirring with his crutch a bonfire in which Imperial emblems torn from shop windows and other buildings are being burnt. Other Revolution photographs are given on a double-page in this number.

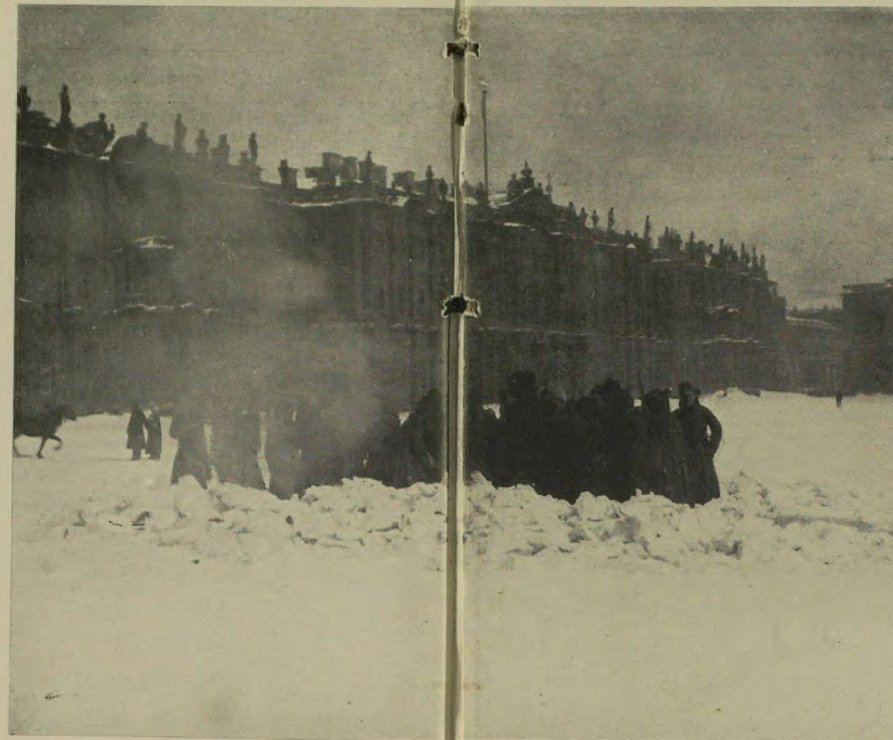
PHOTOGRAPHS BY ILLUSTRATIONS BUREAU.

"A LANDMARK IN THE HISTORY OF THE WORLD": THE RUSSIAN REVOLUTION—SCENES IN PETROGRAD.

PHOTOGRAPHS BY ILLUSTRATIONS BUREAU.



WITH THE RED FLAG FLYING FROM A FIELD-GUN: A BARRICADE IN ONE OF THE PRINCIPAL STREETS OF PETROGRAD.



A REVOLUTION IN THE SNOW: SOLDIERS DIGGING GRAVES FOR VICTIMS OF THE STREET FIGHTING.



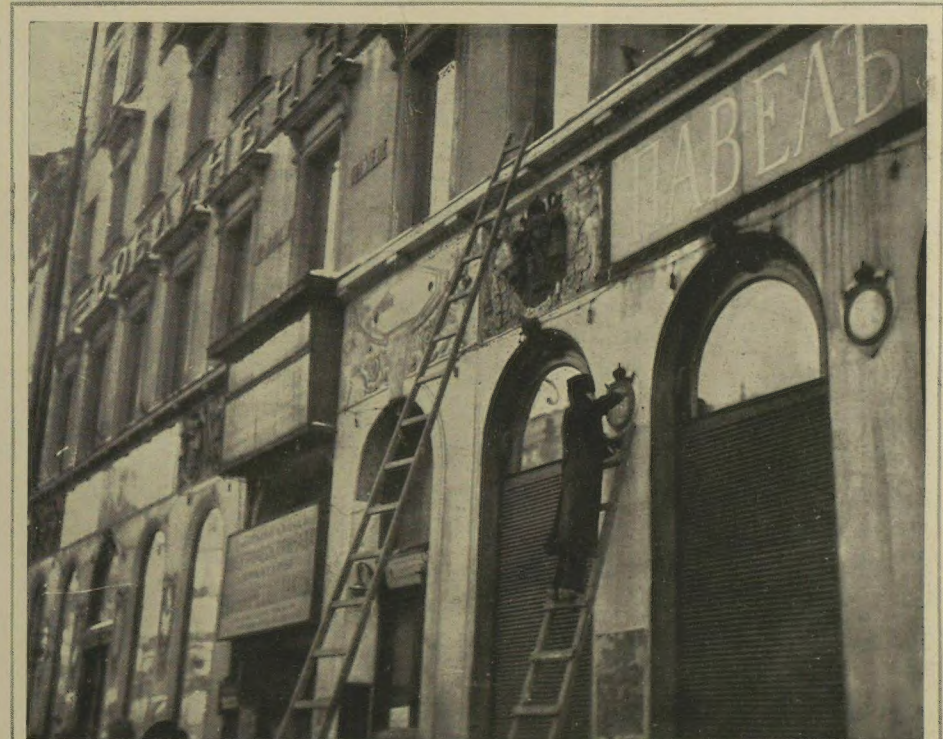
BULLETS FLYING IN THE NEVSKY PROSPECT: PEOPLE SCATTERING IN THE STREET AFTER SHOTS WERE FIRED FROM A WINDOW.



WITH THE RED FLAG FIXED TO THEIR BAYONETS: SOLDIERS WHO HAD JOINED THE REVOLUTION, ON THE FOOTBOARD OF A MOTOR-CAR.



REJOICING AT DELIVERANCE FROM POLICE RECORDS—WITH THE RED FLAG FLYING OVER A GATEWAY.



REMOVING OUTWARD SIGNS OF THE OLD RÉGIME: TAKING DOWN IMPERIAL EMBLEMS FROM THE FRONTS OF BUILDINGS IN PETROGRAD.

The street fighting in Petrograd during the Russian Revolution took place chiefly between troops, who had joined the movement, and the police, who fired from windows with rifles and machine-guns. At the outset of the disturbances some of the troops had to fire on the crowd, but afterwards themselves joined the Revolution. A brief summary of the decisive events in Petrograd was given in the House of Commons by Mr. Lloyd George. He said: "The incidents in connection with what I believe will prove to be one of the landmarks in the history of the world, have followed each other with such dramatic suddenness that it has not hitherto been possible, and it is not possible to-day, to give a detailed account of what has actually occurred. There has for some time been deep discontent in Russia, of which there have been several manifestations, due to the inefficiency of the Government in the conduct of the war. On Friday, March 9, some

riots, due to the scarcity of food, occurred in the streets of Petrograd. This was the occasion, rather than the cause, of the Revolution which immediately followed. The soldiers who were commanded to take action against the rioters refused to obey orders, and gave their support to a Committee of which the President of the Duma was the head, which had been suddenly formed for the purpose of preserving order, and the control of the Government passed largely into the hands of this Committee. A Provisional Government was formed of which Prince Lvoff was the head. . . . As far as our information goes, the Revolution has been brought about with very little bloodshed, and the new Government is receiving the support of the country as a whole and the Army and the Navy. . . . It is satisfactory to know that the new Government has been formed for the express purpose of carrying on the war with increased vigour."

FOLLOWING UP THE GERMAN RETREAT: THE CAVALRY

DRAWN BY FRÉDÉRIC DE HAENEN FROM



PRESSING BACK THE GERMAN CAVALRY SCREEN: A DETACHMENT OF

From time to time during the long months of trench warfare, it was suggested that cavalry were obsolete and no longer needed, anything they could do being better done by motor-cars or aeroplanes. Time has proved the fallacy of such ideas, for during the German retreat the British cavalry have done splendid work in scouting and skirmishing, and have captured a number of villages on their own account. The Germans also used cavalry to screen their retreat, and skirmishes between the opposing cavalry screens were of daily occurrence. One such incident is here illustrated. A British cavalry patrol, feeling its way forward in the early morning, found and surprised a detachment of Uhlans at the end of a sunken road. The sentry was wounded and taken prisoner, while the rest of the Uhlans were put to flight, several being killed and wounded. About a mile further on a strong enemy party was located,

AT LAST GET THEIR LONG-HOPED-FOR OPPORTUNITY.

MATERIAL SUPPLIED BY AN EYE-WITNESS.



UHLANS SURPRISED AND DISPERSED BY A BRITISH CAVALRY PATROL.

which was heavily shelled by the R.H.A. guns and broken up. Our cavalry, besides being proficient in the use of the "arme blanche," are trained to act as mounted infantry, as here, and are armed with the short rifle. At the beginning of the war they held the trenches with their "foot-slogging" comrades in arms, but have of late reverted to their proper rôle as horsemen, to the joy of all concerned. On the left in the drawing will be noticed a wounded Uhlan—possibly the sentry before-mentioned—standing in a sunken road beside his fallen horse. Further back, towards the centre, is a broken-down German transport-cart. In the right foreground are some dismounted British cavalymen using their automatic rifles against the fleeing Uhlans. In the distance on the extreme right is smoke rising from burning buildings.—[Drawing Copyrighted in the United States and Canada.]

HARASSING THE GERMAN REARGUARD ON THE SOMME: A VICTORY IN MINIATURE BY A BRITISH PATROL.

DRAWN BY S. BEGG FROM MATERIAL SUPPLIED BY AN EYE-WITNESS.



"OUR ADVANCE HAS BEEN MADE SKILFULLY AND BOLDLY BY SMALL BODIES OF TROOPS":

A feature of the British pursuit of the Germans on the Somme was the daring work of patrols, which penetrated into the enemy's positions during his retreat. As Mr. Philip Gibbs put it in a recent account from Headquarters: "Our advance has been made skilfully and boldly by small bodies of troops, co-operating with cavalry scouts and cyclists in the old style of open warfare." The Germans in many places covered their movements with machine-guns, generally working in pairs, as in this case, which kept up a heavy fire, often, however, "blind" and indirect. Thus the German machine-gunners seen on the right are firing over the hill at unseen targets. The incident illustrated occurred a short time ago. A British patrol, feeling their way through the outskirts of a village in the evening twilight, were attracted by the sound of machine-gun fire close at hand. Taking advantage of the

A SUCCESSFUL EVENING ATTACK BY A BRITISH PATROL UPON A GERMAN MACHINE-GUN POST.

cover given by ruined houses and barns, they managed to come to close quarters unperceived, whereupon they shot down the machine-gun crews and captured the guns. Lying in the foreground on the right is a German gun-horse with its driver. In the group of German machine-gunners the man with a revolver is an officer. Just beyond the group is a wrecked German gun-emplacement. On the left in the foreground the British attacking party are taking cover behind a wall and a ruined barn. Overhead in the background is the smoke of artillery barrage fire and the flash of bursting shrapnel that lit up the darkening sky. This encounter was typical of many such victories "in little" that were won by our troops as they followed up the enemy's retreat, harassing his rearguards.—[Drawing Copyrighted in the United States and Canada.]



By G. K. CHESTERTON.

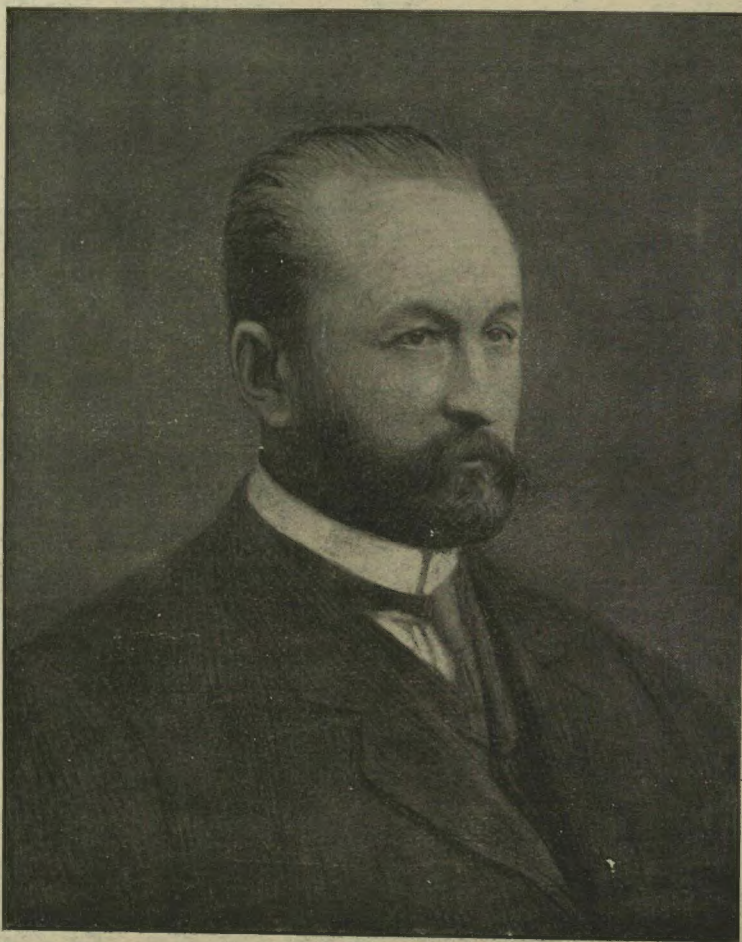
THE American declaration of war was practically the verdict of history. It is no flattery to say that this great and democratic yet distant population stands somewhat in the position of posterity. It is only upon the largest and plainest matters that it is even a compliment. Posterity may make mistakes; and probably will make many mistakes in matters of detail. We had better be Chinamen and worship our ancestors than be like some modern evolutionists and worship our descendants. Our descendants (if they preserve the family likeness) will muddle a great many things and misunderstand us in a great many ways; but they will see certain historic facts simply as facts, as we see the Norman Conquest or the discovery of America. One of the broad facts they will thus see in bulk is the fact that the Prussian appeared in history as an enemy, exactly as we see that the Hun appeared in history as an enemy. We know very little about the followers of Attila; and that little, like so much that modern learning has deduced from the Dark Ages, is very probably wrong. But that the glory of Attila was a calamity to society, that the power of Attila was the impotence of society, is the verdict; and it will not be reversed.

The first fact which makes the American decision conclusive is plain enough. Yet it needs careful statement in order to avoid, as I have always tried to avoid, the tone of cheap superiority about the long neutrality of a vigorous and valiant nation. Anybody who ever supposed that Americans as such were "too proud to fight," in the ironical sense of being too timid to fight, was a fool whose impudence was simply ignorance, and especially ignorance of history. Within living memory America was full of fighting, in a literal sense even yet unknown to England, although England is full of fighters. It was even less likely that they had changed in military quality since Bull Run and Gettysburg than that we had changed in military quality since Plassy or Waterloo. Moreover, much that strikes an Englishman in America, like much that strikes him in Ireland, as being mere anarchy is only a different manifestation of mere courage. But when we have guarded against this irritating error, we can safely propound the purely intellectual truth. And the truth is that America had been largely converted, in the manner of a rather mild religious conversion, to the modern ideal of peace, both in its sane and its insane formulae. The difference might be stated thus: Pacifism really was in America something which it never is anywhere else, though it always pretends to be. It was democratic. The people, or great tracts of the people, really wanted peace; and were not (as in Europe) merely told by horribly unpopular Socialists that they really wanted peace. It was the poor, plain man of the Middle West who could truly be described as disliking all war. It was not merely the International Proletarian, who can safely be described as 'disliking' or 'liking' anything, since he does not even exist to answer. The most startling proof of this is the fact that there could be in America such a thing as a pacifist popular song—a music-hall ditty that is not patriotic, and is almost

anti-patriotic. Try to imagine that "Keep the Home Fires Burning" could be sung enthusiastically with the intention of keeping all males of military age at home by the fireside. Imagine a song about the British Conscientious Objectors in the style of the British Grenadiers. That will suggest the position in which it was possible for a very virile people to applaud the mother's song which ran "I Didn't Raise My Boy to be a Soldier." That mother has already discovered that you always run the risk of doing so, if you raise him to be a man. Now, to have stung all this solid and sincere

Americans had a right to be neutral, which in the case of Mr. Russell and M. Rolland is perhaps more difficult to expound; but they certainly desired to be neutral, and it is the final criticism on Germany that they could not be neutral, even when they desired it. The question is yet further clarified by the last provocation actually offered to America—the proposal to treat the self-defence of merchantmen as piracy. This theory is so plainly an insanity that it is not even a sophistry. It has nothing to do with any international understandings, but with the elementary ethics of cause and effect, of responsibility and reason. It is precisely as if a magistrate were to pay a band of official highwaymen to stab and rob all pedestrians, and then hang the pedestrians for rioting if they resisted. With this enormous idiocy modern Germany loses her last link not merely with civilisation, but with the human mind itself, and merely barricades herself in a mad-house. And the moment of that loss is the moment of the entry of America, which may truly be described as the entry of mankind. It is even, as I say, like the entry of unborn mankind. We have talked too much of America as "a daughter nation"; and have tried too often to patronise a daughter when we ought rather to have respected a very distant and very independent cousin. But in this sense there is truth in the tag—the Western democracy speaks for our daughters and our sons even more than for ourselves. The youth of the world has found Pacifism impossible because it has found Prussianism intolerable; it is the rising generation that is knocking at the door of Potsdam, and knocking with a battle-axe; it is the babe unborn that stirs and cries against the Herod who has slain so many babes.

President Wilson, in his great speech, was truly and worthily what somebody was once called fancifully—the orator of the human race. There was a powerful impersonality in his very eloquence which was all the more human because it was not individual, but rather like the mighty voice of a distant but approaching multitude. The simple words with which he ended were among the sort of historic sayings that can be graven on stone. There is a moment when man's moral nature, apparently so wayward, finds its path with a fatality like that of doom. "God helping her, she can no other." That is the answer of humanity to all possible preaching about the inhumanity of war, to libraries of loathsome realism, to furnaces of ghastly experience, to the worst that can be said, to the worst that can be endured. There comes a moment in which self-defence is so certainly the only course that it is almost superfluous to say it is the right one. There is nothing else, except to commit suicide; and even to commit suicide is to connive at murder. Unless a man becomes the enemy of such an evil, he will not even become its slave, but rather its champion. In such an extremity there enters at last an awful simplicity; and we share something of that profound spiritual peace which always possesses the armies fighting in the field. God helping us, we can no other; for God Himself will not help us to ignore evil, but only to defy and to defeat it.



THE RUSSIAN PREMIER IN THE PROVISIONAL GOVERNMENT: PRINCE LVOFF.

Prince George E. Lvoff, who became President of the Council—that is, Prime Minister—in the Provisional Government of Russia formed after the Revolution, rendered invaluable services previously during the war as President of the National Union of Zemstvo, a federation of provincial Parliaments and administrative bodies. At the outbreak of war the Zemstvo Union, under Prince Lvoff's able direction, undertook the whole supply to the Army of clothing, boots, medicines, and sanitary equipment, and, in association with the Red Cross, has taken an active part in organising hospitals and caring for disabled soldiers. Prince Lvoff first came into prominence, as a reformer, in 1904. Two years later he was elected to the Duma as Member for Tula. He is a firm friend of this country, and supporter of the Anglo-Russian alliance. Recently he became a member of the General Council of the Russo-British Chamber of Commerce in London.

neutralism into war is a fact which history will count as final. No arguments about whether the pacifist had cause to be exasperated can count for an instant against the fact that he was a pacifist and that he was exasperated. If the Germans did something which made Mr. Bertrand Russell plunge into a suit of khaki and rush out of Cambridge breathing fire and slaughter, it would be quite useless to say that what they did was not provocative. If some German action awoke M. Rolland in his Swiss mountains and made him rush down the slope and die in the carnage of Lorraine, it would be quite clear that his comment on the act was an answer to all possible defence of it.

The United States: Her Armed Strength

"We are now about to accept gage of battle with this natural foe to liberty, and shall, if necessary, spend the whole force of the nation to check and nullify its pretensions and its power."

—PRESIDENT WILSON ON GERMANY.



1. PRESIDENT WILSON RENEWING HIS OATH OF OFFICE ON THE OCCASION OF HIS RE-INAUGURATION, IN MARCH OF THIS YEAR.

2. PRESIDENT WILSON AND MRS. WILSON—A SNAPSHOT TAKEN DURING THE INAUGURATION PARADE IN MARCH.

In his great speech to Congress, President Wilson said: "Our object . . . is to vindicate the principles of peace and justice in the life of the world, as against selfish autocratic power, and to set up amongst really free and self-governed people of the world such a concert of purpose and action as will henceforth ensure the observance of these principles." A later stage in America's progress towards war was marked by the following statement from Washington, published on April 5: "The resolution declaring a state of war to

exist was passed by the Senate by 82 votes to 6, eight members not voting. The House of Representatives will pass a similar resolution to-morrow." The President of the United States holds his office for a term of four years. President Woodrow Wilson was first elected in March 1913; and, it will be remembered, was re-elected last year, and re-inaugurated in March of this year. By virtue of his office, he is Commander-in-Chief of the Army and the Navy, and of the Militia in the service of the Union.

PREPAREDNESS: THE UNITED STATES INCREASING HER ARMY.

PHOTOGRAPHS BY RECORD PRESS AND PHOTOPRESS.



PLATTSBURG

New England Enrollment Headquarters,
MILITARY TRAINING CAMPS ASSOCIATION
42 Water St. BOSTON, MASS.

AN APPEAL FOR "MINUTE MEN" OF TO-DAY: A RECRUITING POSTER FROM THE PLATTSBURG TRAINING CAMP.



MEN WANTED FOR THE ARMY: A RECRUITING SCENE IN A STREET IN NEW YORK.



A READY RESPONSE TO THE CALL: RECRUITS FOR THE UNITED STATES ARMY, IN NEW YORK.

Preparedness for war has been a watchword in the United States for a considerable time past. Now, of course, it is much accentuated. In his speech, President Wilson said that a declaration that the United States was in a state of war with Germany would involve, among other things, "the immediate addition to the armed forces of the United States, already provided for by law in case of war, of at least 500,000 men, who

should . . . be chosen upon the principle of universal liability to service; and also the authorisation of subsequent additional increments of equal force, so soon as they might be needed and could be handled in training." "Minute men" was the popular name for soldiers of the Militia during the American War of Independence, referring to the fact that they had to prepare for war at a minute's notice.

PREPAREDNESS: U.S. NAVAL MILITIA GUARDING EAST RIVER BRIDGES.

PHOTOGRAPHS BY SPORT AND GENERAL.



KEEPING WATCH OVER A BUTTRESS OF AN EAST RIVER BRIDGE: UNITED STATES NAVAL MILITIA ON DUTY.



ON THE EAST RIVER WATER-FRONT, BENEATH THE WILLIAMSBURG BRIDGE: A NAVAL MILITIA GUARD—AND A GUN.

President Wilson said: "One of the things that has served to convince us that Prussian autocracy was not, and could never be, our friend, is that, from the very outset of the present war, it filled our unsuspecting communities, and even our offices of government, with spies, and set criminal intrigues everywhere afoot against our national unity of

council and our peace within and without, our industries, and our commerce. Indeed, it is now evident that spies were here even before the war began." To guard against such men, the United States has been taking very necessary precautions, and, it is needless to add, is increasing them. Two cases in point are illustrated above.

THE UNITED STATES NAVY: A FORCE AMERICA IS BENT ON RE-MAKING THE SECOND NAVAL POWER.

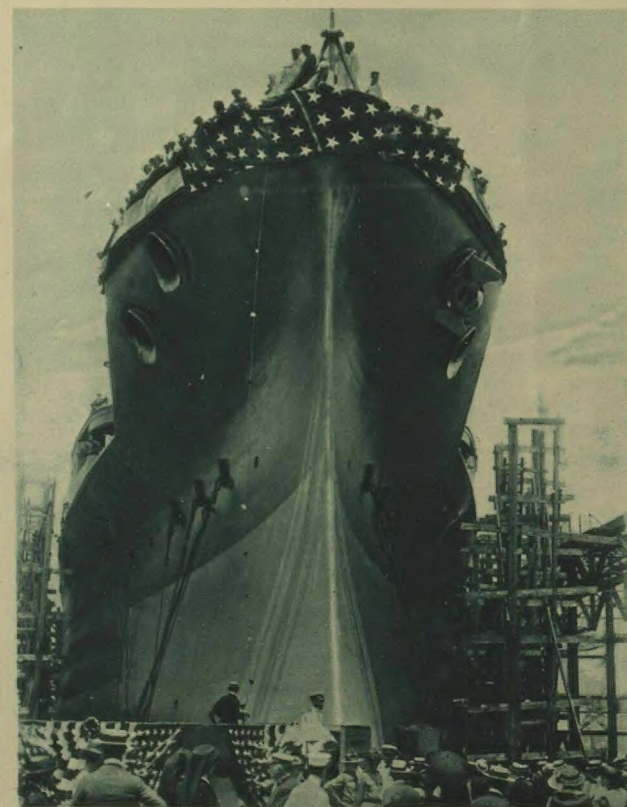
PHOTOGRAPHS NOS. 3 AND 6 BY TOPICAL; 7 BY UNDERWOOD AND UNDERWOOD; 8 AND 9 BY CENTRAL NEWS.



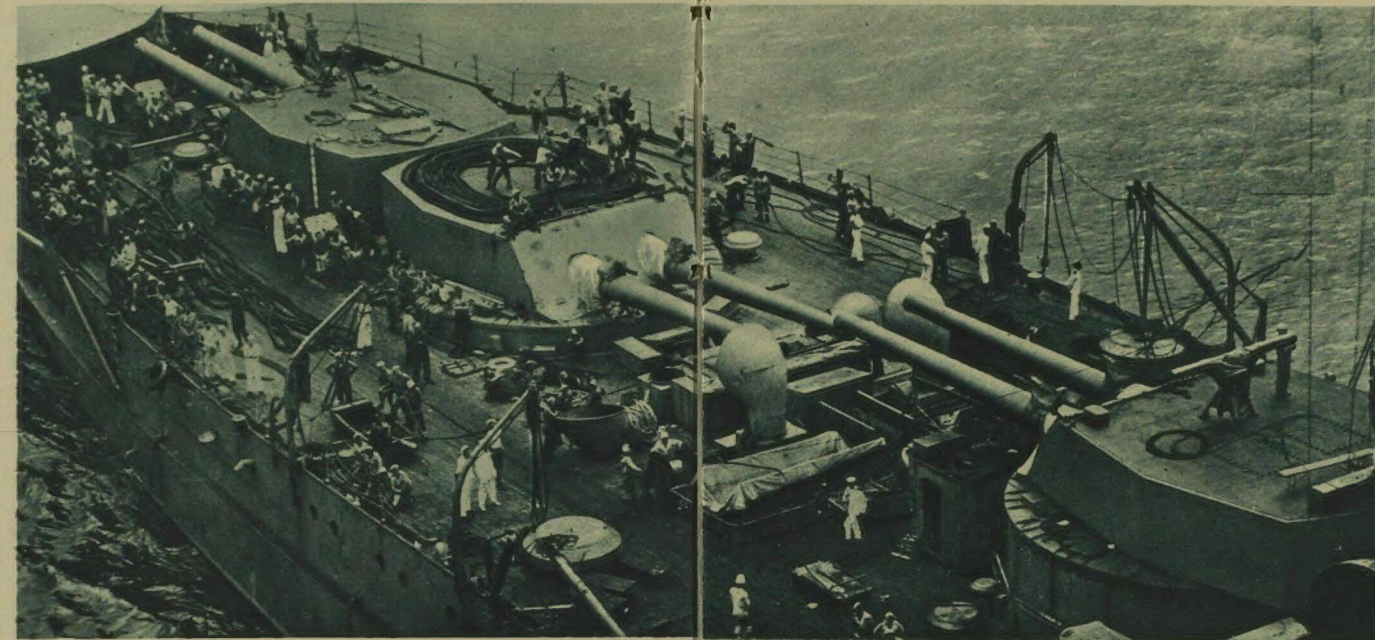
A TYPICAL AMERICAN DREADNOUGHT OF THE FIRST LINE:
THE "TEXAS" (14-INCH GUNS).



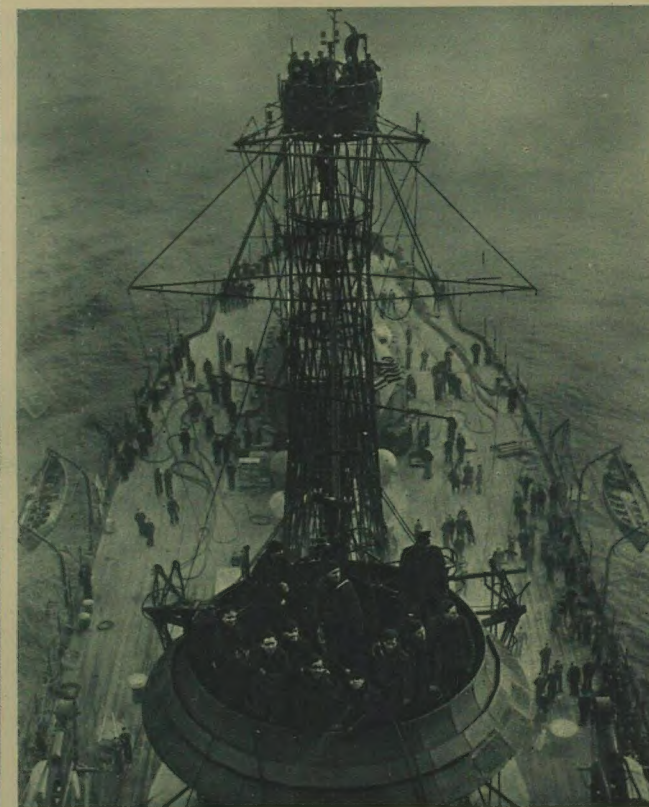
IN THE HUDSON RIVER: AMERICAN WAR-SHIPS—SHOWING THE
LATTICE MASTS.



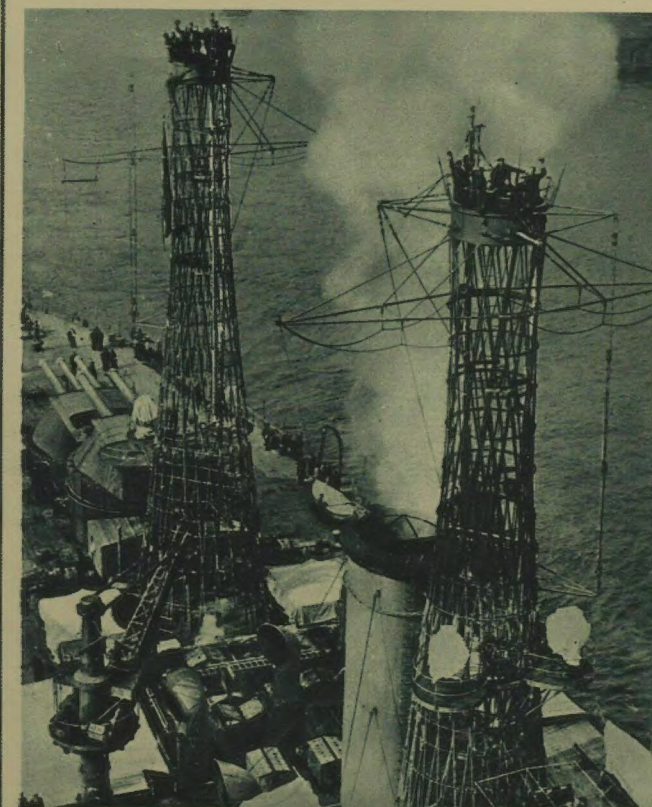
A 31,400-TON DREADNOUGHT: LAUNCHING THE "ARIZONA"
(14-INCH GUNS).



SHOWING SOME OF THE SHIP'S BIG GUNS: CLEARING DECKS ABOARD THE UNITED STATES DREADNOUGHT "FLORIDA" (12-INCH GUNS).



THE FIGHTING-TOPS OF A UNITED STATES DREADNOUGHT:
A VIEW OF THE "NEW YORK."



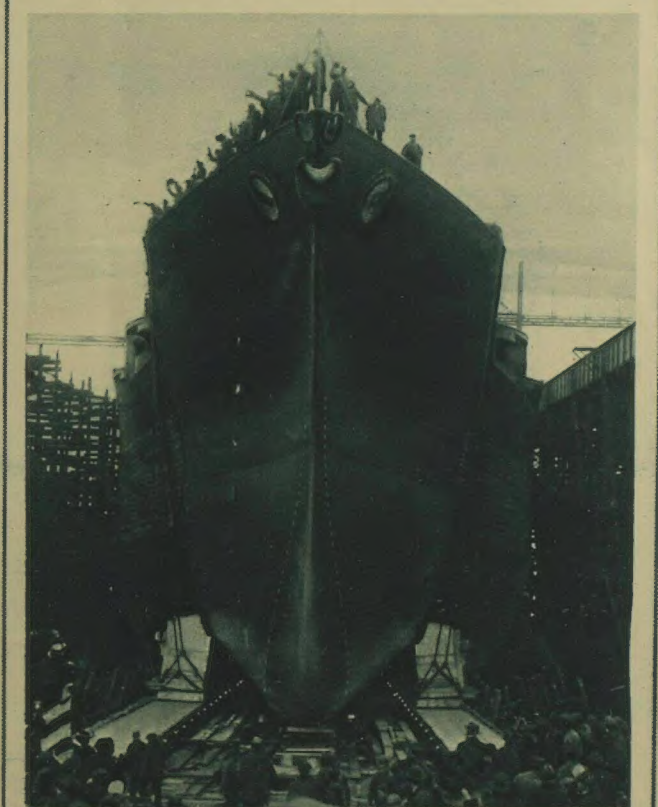
FIGHTING-TOPS OF A UNITED STATES DREADNOUGHT: A VIEW
OF THE "NEVADA" (14-INCH GUNS).



A DREADNOUGHT OF THE UNITED STATES NAVY'S FIRST LINE:
THE "NEW YORK" (14-INCH GUNS).



THE UNITED STATES PRESIDENTIAL YACHT:
THE "MAYFLOWER."



A 32,000-TON DREADNOUGHT: THE LAUNCH OF THE
"MISSISSIPPI."

In defining what the existence of a state of war between the United States and Germany would involve, President Wilson said: "It will involve the immediate full equipment of the Navy in all respects, but particularly in supplying it with the best means of dealing with the enemy's submarines." The United States Navy developed a new policy recently as a result of the national campaign for preparedness. This policy, defensive in the first instance, is regarded also as intended to give back to the United States the position of second naval Power of the world, a position of which she was deprived some eight years ago by the expansion of the German Navy. A very big programme of construction has been adopted, aiming at a standard of 48 battle-ships of the Dreadnought type. According to the last official return, issued by the British Admiralty before the war, the present effective armoured naval strength of the

United States in vessels under 20 years old is 30. There are, in addition, 17 armoured cruisers; 3 fast light cruisers; 70 destroyers; and 50 submarines, with another 31 under construction. The United States Navy does not include battle-cruisers. In 1914, the United States had 17 armoured cruisers. Of the completed battle-ships, 8 were Dreadnoughts; and since then 6 other Dreadnoughts (all with 14-inch guns, have been added). A naval correspondent of the "Evening Standard" has it: "It will be in relieving the Allied ships of certain irksome tasks and in strengthening the campaign against the submarine menace that the American Navy will most immediately prove its value. . . . Motor-boats are being built by the hundred—there is one firm alone that can turn them out at the rate of one a day, and has done so—but the motor-boat has its limitations, and the real antidote to the submarine is the destroyer."

SHIPPING: ADDITIONS TO AVAILABLE TONNAGE

PHOTOGRAPHS BY S. J. AND

GERMAN STEAMERS INTERNED AT NEW YORK.

GENERAL AND RECORD PRESS.



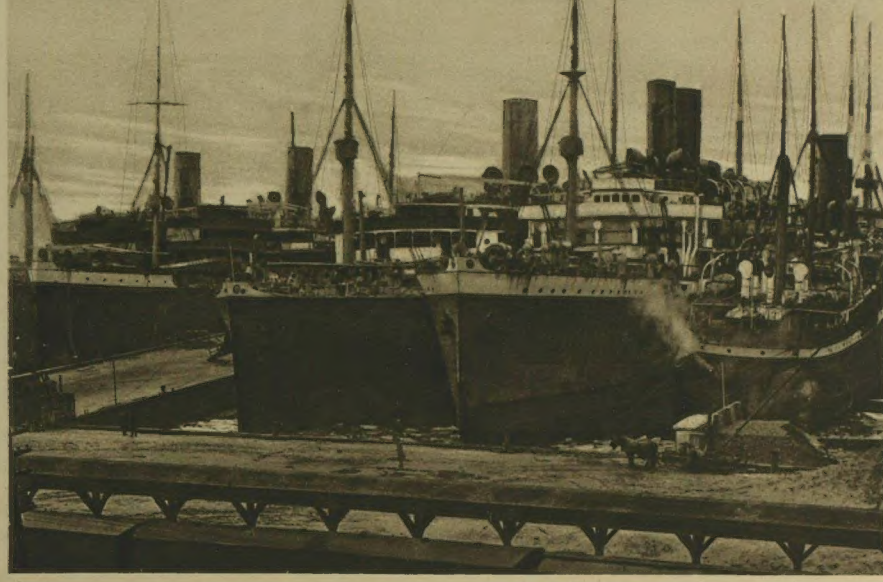
UNITED STATES PRECAUTIONS AGAINST OUTRAGE BY ENEMY AGENTS:
NEW YORK POLICE GUARDING THE GERMAN STEAMER "HAMBURG."



TO PREVENT SHIPS LEAVING HARBOUR WITHOUT
A PIER WHERE GERMAN



CLEARANCE PAPERS: NEW YORK POLICE GUARDING
STEAMERS ARE INTERNED.



A FEW OF THE 98 GERMAN VESSELS INTERNED IN UNITED STATES PORTS:
A GROUP OF GERMAN LINERS IN NEW YORK HARBOUR.



"PRESUMABLY THE SHIPS WILL BE SEIZED AT ONCE BY THE UNITED STATES GOVERNMENT": A GENERAL VIEW OF THE



DOCKS AT HOBOKEN, NEW JERSEY, WITH GERMAN LINERS INTERNED THERE SINCE THE BEGINNING OF THE WAR.

Since the beginning of the war, nearly a hundred German liners and merchant ships have been lying interned in the various American ports, both on the Atlantic and Pacific coasts, to which they happened to be nearest when the war began. The "Times" recently gave "particulars, based on the latest information received at Lloyd's, and the details in the Register book, of 98 German vessels which, while German submarines have been sinking shipping of all nationalities, have sheltered in the harbours of the United States. They represent over 600,000 tons gross, and sooner or later will again be available to form part of the world's supply of serviceable tonnage that has been so wantonly depleted. Presumably the ships will be seized at once by the

United States Government, but, apart from damage that may have been purposely done, the ships must have suffered from their idleness of the past 32 months, and some little time may elapse before they will all be serviceable again. New York Harbour, owing to the corroding action of the water there, is not a place in which all owners would choose to lay up shipping for lengthy periods. . . . The record includes many vessels which represented before the war the finest vessels of the German mercantile marine. Hamburg-Amerika and Norddeutscher liners predominate. The largest liner is easily the 'Vaterland,' of 54,000 tons, built for the Hamburg-Amerika Company in 1914. Next comes the 'George Washington,' of 25,500 tons, of the Norddeutscher Lloyd."

THE UNITED STATES NAVY: TYPES OF AMERICAN SUBMARINES AND SUBMARINE-CHASERS.

PHOTOGRAPHS BY C.N., BAIN, AND TOPICAL.



TYPICAL AMERICAN SUBMARINES: BOATS OF THE "D" AND "E" CLASSES LYING IN THE HUDSON RIVER BESIDE THE PARENT SHIP.



MAKING FOURTEEN AND A-HALF KNOTS: A SUBMARINE OF THE UNITED STATES NAVY MOVING ON THE SURFACE.



THE OLD AND THE NEW IN AMERICAN NAVAL CONSTRUCTION: TWO SUBMARINES OF RECENT TYPE ALONGSIDE THE OLD FRIGATE "CONSTITUTION"



A UNIT OF THE UNITED STATES NAVY'S SUBMARINE FORCE: THE "K-6," WITH HER CREW STANDING ON HER DECK.



AN AMERICAN DESTROYER IN CHASE OF A SUBMARINE (ON MANŒUVRES): THE "BENHAM" STEAMING AT FULL SPEED.



A VOLUNTEER SUBMARINE-CHASER: THE "LYNX" LEAVING THE CHARLESTOWN NAVY YARD TO PROMOTE ENROLMENT IN THE NEW ENGLAND COAST PATROL.

President Wilson, in his address to Congress, spoke with burning indignation of Germany's "cruel and unmanly" submarine warfare. "The present German warfare against commerce," he said, "is warfare against mankind. It is a war against all nations. . . . Submarines are in effect outlaws, when used as the German submarines have been used against shipping. It is impossible to defend ships against their attacks as the law of nations has assumed that merchantmen would defend themselves against privateers or cruisers, which are visible craft, when given chase upon the open sea. It is common prudence in such circumstances, of grim necessity indeed, to endeavour to destroy them before they have shown their own intention. They must be dealt with upon sight if dealt with at all." After advising Congress to "accept the status of a belligerent," President Wilson continued: "It will involve the immediate full equipment of the Navy in all respects, but particularly in supplying it with the

best means of dealing with the enemy's submarines." We illustrate above two types of American ships useful for submarine-chasing—a destroyer and a small high-power motor-boat with a gun mounted forward. The "Benham" is a 29½-knot ship of 1010 tons displacement, carrying 98 men and armed with 4-inch quick-firers and three torpedo-tubes. The "Lynx" is a 40-foot boat owned by Mr. Nat F. Ayer. She is here seen leaving Charlestown recently on her second run up the North Shore to promote enrolment of men and boats in the New England coast patrol. As regards American submarines, the new naval programme provides for 9 fleet submarines and 58 coast submarines. There are now some 50 boats in service and 31 others under construction. Some, of over 1000 tons, are said to have a speed of 20 knots on the surface and 12 knots submerged, and to carry 10 torpedo-tubes and some 12-pounder guns.

MILITARY EQUIPMENT: MODERN WAR MACHINES OF THE U.S. ARMY.

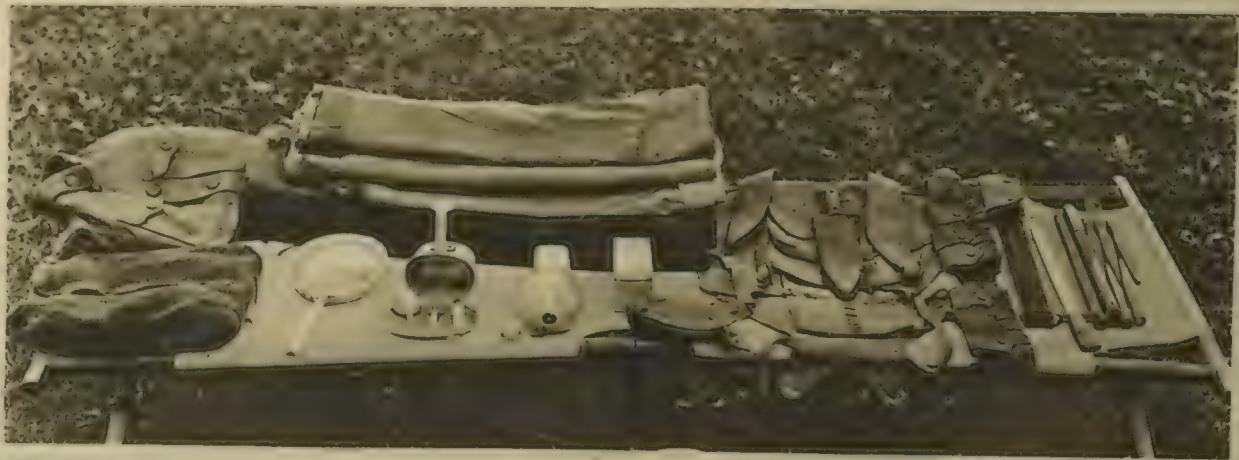
PHOTOGRAPHS BY C.N., TOPICAL, RECORD PRESS, AND UNDERWOOD AND UNDERWOOD.



ANTI-AIRCRAFT ARTILLERY OF THE AMERICAN ARMY: ONE OF THE LATEST GUNS—WITH INFANTRY AT DRILL.



ARMOURED CARS IN NEW YORK: AN ARMOURED CAR SQUADRON OF THE NATIONAL GUARD PASSING THROUGH THE STREETS.



THE NEW EQUIPMENT OF THE AMERICAN SOLDIER: THE VARIOUS ITEMS SHOWN IN DETAIL, INCLUDING CLOTHES, FOOD UTENSILS, HAVERSACK, BAYONET, ENTRENCHING TOOL, AND TENT-PEGS.



A MOBILE SEARCHLIGHT: THE APPARATUS MOUNTED ON A TRAILER BEHIND A CAR CARRYING A FIELD-GENERATOR.



A WIRELESS STATION ON WHEELS: AN OPERATOR, WITH RECEIVER AT EAR, BUSILY ENGAGED DURING AMERICAN ARMY MANOEUVRES.

As our photographs indicate, the United States Army is equipped with all the latest devices of modern scientific warfare, including anti-aircraft guns, armoured cars, searchlights, and wireless telegraphs. The illustration on the left at the foot of the page, showing a big motor-mounted searchlight of recent design for field work, is particularly interesting. The projector itself is seen in the foreground of the photograph, on a trailer which is drawn behind the car carrying the field-generator and cable. The large

drum in the centre holds a thousand feet of highly insulated flexible cable. The trailer with its searchlight can be placed in position on the crest of a hill while the generator remains concealed at a lower altitude over three hundred yards away. A motor connected to the searchlight enables it to be focussed, dimmed, or turned to any angle or elevation, all these operations being controlled from the generator through the cable. In modern warfare, of course, searchlights play a very important part.

LEADERS OF THE NATION: STATESMEN AND AN EX-AMBASSADOR.

PHOTOGRAPHS BY TOPICAL, C.N., AND F. R. JAMES.



FORMERLY UNITED STATES AMBASSADOR TO GERMANY:
THE HON. JAMES W. GERARD.



SECRETARY OF STATE IN THE UNITED STATES GOVERNMENT:
THE HON. ROBERT LANSING.



SECRETARY OF THE UNITED STATES NAVY DEPARTMENT:
THE HON. JOSEPHUS DANIELS.



SECRETARY OF WAR IN THE UNITED STATES GOVERNMENT:
THE HON. NEWTON D. BAKER.

After explaining what action a war with Germany would necessitate, President Wilson said in his speech to Congress: "I take the liberty of suggesting, through several executive departments of the Government, for the consideration of your committees, measures for the accomplishment of the several objects I have mentioned. I hope it will be your pleasure to deal with them as having been framed after very careful thought by the branch of the Government upon which the responsibility of conducting war and

safeguarding the nation will most directly fall." Mr. Daniels and Mr. Baker, as heads of the fighting services departments, have been two of the busiest men in America since the possibility of war arose. Mr. Gerard left Berlin in February, when diplomatic relations with Germany were severed by the United States. In the patriotic demonstration at the Opera in New York, he took a leading part, calling for cheers for the President. Mr. Lansing, an eminent lawyer, became Secretary of State in June 1915.

THE UNITED STATES ARMY—REGULAR AND MILITIA:

PHOTOGRAPHS BY RECORD PRESS.



CAVALRY OF THE ORGANISED MILITIA: NATIONAL GUARDSMEN CHARGING, AT MANOEUVRES.



SALUTING A DISTINGUISHED VISITOR:



UNDER WAR CONDITIONS: UNITED STATES INFANTRYMEN MAKING A SHAM ATTACK IN THE OPEN.



INFANTRY: MARCHING PAST PRESIDENT WILSON;

A FORCE CAPABLE OF ENORMOUS EXTENSION.

UNDERWOOD AND UNDERWOOD, AND C.N.



ARTILLERY OF THE NATIONAL GUARD.



WITH THE UNITED STATES REGULARS: INFANTRY ENTERING CAMP AFTER A SIX-DAYS' MARCH



THE VICE-PRESIDENT; AND MRS. WILSON.



DURING TRAINING: A MACHINE-GUN DETACHMENT OF THE UNITED STATES FORCES ON MANOEUVRES.

As we note elsewhere, President Wilson proposed in his speech that the Armed Forces of the United States should be increased immediately by at least half a million men, and that additional increments of equal force should be made as soon as the men might be needed and could be handled in training. According to the most recent edition of the "Statesman's Year-Book": "The military forces of the United States consist of a Federal Regular Army obtained by voluntary enlistment; of the National Guard (also obtained by Voluntary Enlistment), which belongs to the different States; and of a reserve to the National Guard, which is unorganised but means a *levée en masse*. . . . In addition to the regular United States Army, there are 52 companies of Philippine scouts (natives), each of three officers and 110 men; total, 5915. There are also the Indian scouts, 75 in number." The peace strength of the

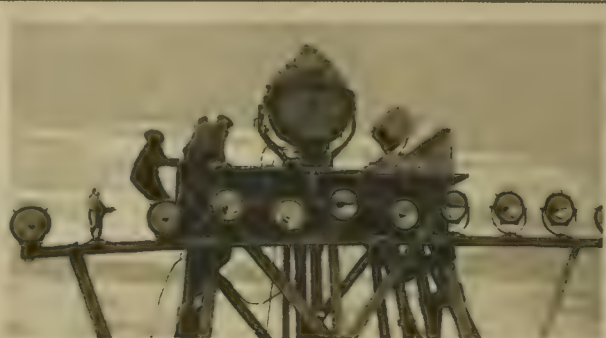
Army, as given in the volume mentioned, is as follows:—"Infantry, Cavalry, Artillery, and Engineers—80,125; Staff and Departments—20,734; Native Colonial troops—5915. . . . Total, all ranks—106,774. . . . In the case of the National Guard, or organised Militia, the various States maintain the units of all arms with the aid of grants from the Federal Government. . . . The organisation has been assimilated to that of the Regular Troops. The President can call out the Militia for service within the borders of the United States. The total strength of the National Guard on July 30, 1915, was 8705 officers and 120,693 men. . . . The Reserve, or unorganised Militia, comprises, with certain exemptions, the whole of the manhood of the nation between the ages of 18 and 45, all being legally liable to serve in a national emergency for a period of two years."

AVIATION: AT A UNITED STATES ARMY FLYING-SCHOOL.

PHOTOGRAPH 1 BY UNDERWOOD AND UNDERWOOD; 2, 3, 4, 5, AND 6 BY S. ANG G.



AMERICA'S BIGGEST AEROPLANE: A "BATTLE-CRUISER" BELONGING TO THE UNITED STATES ARMY.



AT THE AVIATION SCHOOL OF THE ARMY, MINEOLA: THE 500,000,000 CANDLE-POWER SEARCH-LIGHT, AND "FLOOR-LIGHTS," USED TO GUIDE NIGHT-FLIERS.



THE MEDICAL DEPARTMENT AT THE U.S. ARMY AVIATION SCHOOL: THE "AEROPLANE DOCTOR" MOTOR-CYCLE, KEPT IN CASE OF ACCIDENTS.



TO KEEP AVIATORS ALOFT UNDER OBSERVATION AND FOR INSTANTLY SIGNALLING ACCIDENTS: THE WATCH-TOWER AND SENTRY.



PRACTICAL TRAINING IN DETAILS: ONE OF THE "ROOKEYS" OR AVIATION STUDENTS, LEARNING THE MECHANICAL PARTS BY TOUCH.



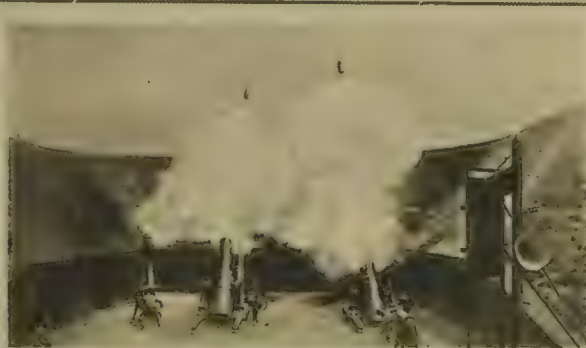
A "ROOKEY" ON HIS FIRST FLIGHT: AN INSTRUCTIONAL DOUBLE-SEATER, WITH THE TRAINER AND HIS "INSTRUCTOGRAPH" SWITCHBOARD.

In the first photograph is seen a Battle-Cruiser aeroplane, belonging to the U.S. Army. It can carry ten, and is the biggest machine for flying ever built in America. Its dimensions may be gauged by comparing the machine with the men's figures beside it. The other illustrations show things of interest at Mineola Aviation School (established on an immense tract of land), the Army Aviation training centre. The second illustration shows the 500,000,000 candle-power searchlight on the flying-ground, with "floor-lights"

to guide night-flying craft. The third illustration shows an "Aeroplane Doctor" a motor-cycle kept to scurry off to any part of the aviation ground in case of accidents. A "rookie," or aviation student, is seen next, learning structural details of a machine. The aviation ground look-out tower is seen in the fifth illustration. At all hours a sentry watches airmen. He sounds the alarm in case of accidents. A "rookie's" first flight is shown last. Behind him sits the instructor, with a switchboard—the "Instructograph."

COAST-DEFENCE: MONSTER GUNS TO PROTECT THE SHORES OF AMERICA.

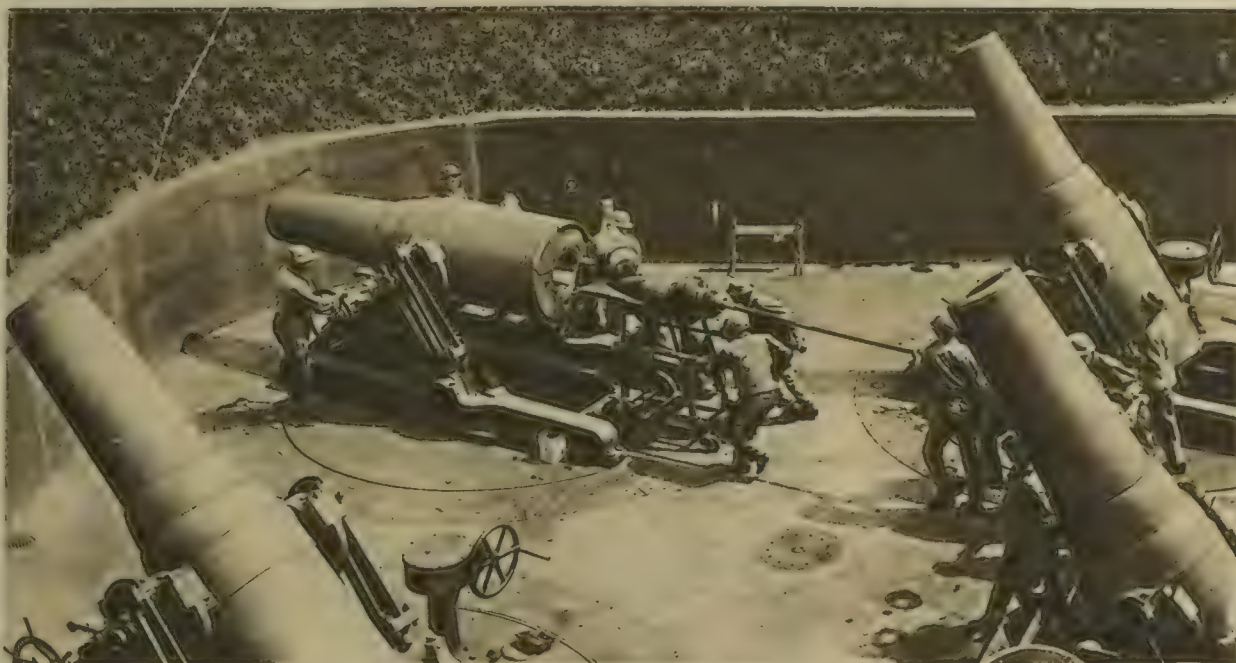
PHOTOGRAPHS BY PHOTOPRESS, TOPICAL, L.N.A., AND RECORD PRESS.



SHOWING TWO PROJECTILES IN THE AIR: FIRING 12-INCH COAST-DEFENCE MORTARS—THE MOMENT OF CONCUSSION.



SAID TO BE THE LARGEST OF ITS KIND IN THE WORLD: A 16-INCH COAST-DEFENCE "RIFLE" FOR THE PANAMA CANAL.



POWERFUL WEAPONS IN AN AMERICAN COAST-DEFENCE BATTERY: FOUR BIG MORTARS—ONE BEING LOADED AND THE OTHERS IN POSITION FOR HIGH-ANGLE FIRE.



GUNNERS AT WORK IN AN AMERICAN COAST-DEFENCE BATTERY: INSERTING A PROJECTILE INTO ONE OF THE BIG MORTARS.



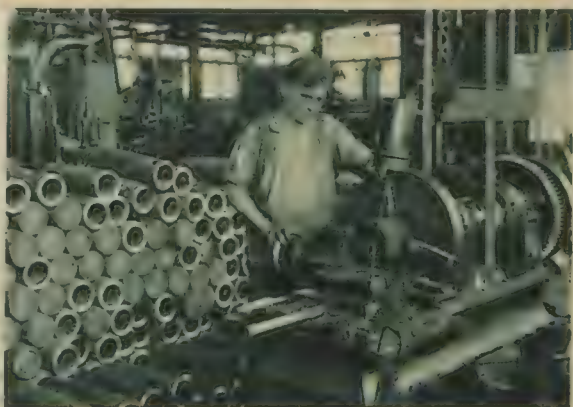
AN OPERATION THAT CONTINUED ALL DAY AT INTERVALS OF TWENTY MINUTES: PRACTICE FIRE WITH BIG COAST-DEFENCE MORTARS.

One of the points in President Wilson's great war speech before Congress, it will be remembered, was the necessity of taking immediate steps "to put the country in a more thorough state of defence." He went on to explain that the Army must be increased, and the Navy fully equipped. One important branch of internal defences for a country with so extensive a seaboard as the United States is that concerned with the protection of its coasts. Some of the huge guns employed for this purpose, and the nature of

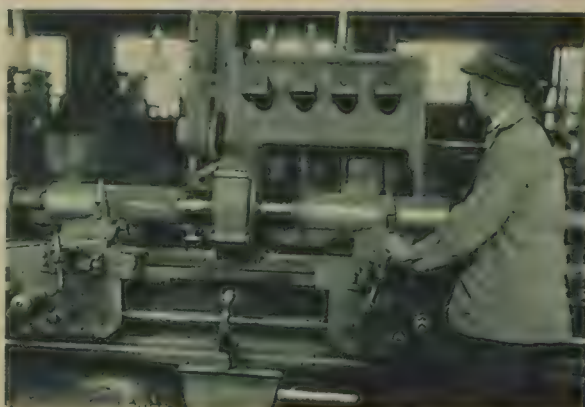
their emplacements, are well seen in the above photographs. Their enormous size can be gauged by comparing that of the men who work them, and it may be noted also what an effect the terrific concussion at the moment of firing has on the gunners. The great gun seen on the right at the top, not yet fitted to its carriage, was designed to be mounted at the Pacific entrance to the Panama Canal. The existing United States Army includes about 170 companies of coast artillery, the personnel totalling some 20,000 men.

MUNITIONS: SCENES IN AMERICAN SHELL AND ORDNANCE FACTORIES.

PHOTOGRAPHS BY RECORD PRESS: THE LAST BY C.N.



AN OPERATION THAT NEEDS THE GREATEST CARE: CUTTING A FORGING THE RIGHT LENGTH TO FORM THE BODY OF A SHELL.



A PROCESS IN SHELL-MAKING: A TWIN MACHINE WHICH AUTOMATICALLY TOOLS THE BODY OF A SHELL TO ITS PROPER DIAMETER.



PROJECTILES IN THE ROUGH: STEEL BODY FORGINGS FOR 6-INCH HIGH-EXPLOSIVE SHELLS.



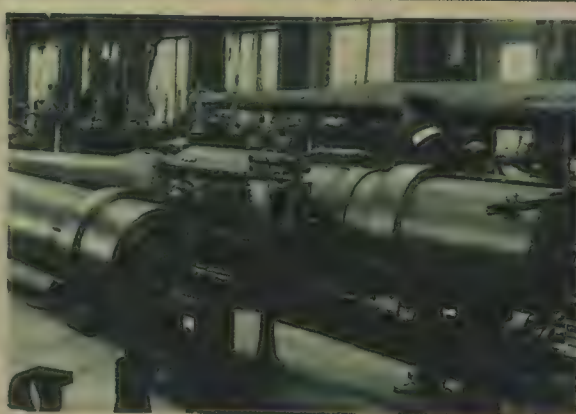
AN INSPECTION: TESTING THE FITTING OF NOSE-PIECES AND THE INNER AND OUTER DIMENSIONS OF SHELL-CASES.



THE FINAL INSPECTION BEFORE BEING SHIPPED (TWO IN A BOX): WEIGHING A FINISHED SHELL.



INSIDE AN AMERICAN SHELL FACTORY: FINISHED 6-INCH SHELLS READY FOR EXAMINATION BY THE INSPECTORS.



WEAPONS FOR THE U.S. NAVY: ADJUSTING THE SIGHTS OF A BIG GUN IN THE NAVAL GUN FACTORY AT WASHINGTON.

The momentous step taken by President Wilson has given an added motive and stimulus to the making of munitions of war in America. It may be recalled that, in his great speech of April 2, after asking Congress to declare that the recent actions of the German Government constitute war against the United States, and to accept the status of belligerents thus thrust upon them, the President went on to say: "It will involve the organisation and mobilisation of all the material resources of the country to supply

materials of war, to serve the needs of the nation in the most abundant yet most economical and most effective way possible. It will involve the immediate full equipment of the Navy in all respects. . . . We should keep constantly in mind the wisdom of interfering as little as possible in our own preparation, and in the equipment of our own military forces, with the duty . . . of supplying nations already at war with Germany with materials which they can obtain only from us or by our assistance."

THE "BIRKENHEAD" TRADITION: THE MINING OF THE "TYNDAREUS."

PHOTOGRAPHS SUPPLIED BY ILLUSTRATIONS BUREAU.



THE SHIP SETTLING BY THE HEAD IMMEDIATELY AFTER THE EXPLOSION: AT THE MOMENT THAT THE MEN OF THE MIDDLESEX REGIMENT WERE FALLING IN.



AFTER THE ARRIVAL OF THE RESCUE-SHIPS: THE "TYNDAREUS" BEING TAKEN IN TOW.



NEARING PORT: THE "TYNDAREUS" ABLE TO KEEP THE INFLOW OF WATER SATISFACTORILY DOWN.



ARRIVED IN PORT: THE MINED TRANSPORT, AS SHE APPEARED AFTER BEING FINALLY BROUGHT INTO HARBOUR AND SAFELY MOORED.

On March 29, the War Office notified, in the following terms, a display of soldiers' heroism never to be forgotten: "The Admiralty transport 'Tyndareus,' having on board a battalion of the Middlesex Regiment, struck a mine at 8 p.m. on February 9, 1917, off Cape Agulhas (the southernmost point of Africa), about 105 miles south-east of Cape Town. A strong south-easterly gale was blowing, and immediately after the explosion the ship began to settle by the head with her propellers well out of the water. The 'Assembly' was at once sounded, and the men put on life-belts and paraded in perfect

order. Roll was called, and upon the order 'Stand Easy' being given, the whole battalion began to sing. Two steamers were at once despatched to the rescue, and arrived upon the scene half an hour later. During this trying time, although faced with the probability of imminent death, the troops maintained the same steadfast courage and discipline." The King sent a special telegram of congratulation to the regiment, in which he said: "In their discipline and courage they worthily upheld the splendid tradition of the 'Birkenhead,' ever cherished in the annals of the British Army."

KITCHENER TRIBUTES AND THE RED TRIANGLE.

TO a Memoir, entitled "Field-Marshal Earl Kitchener of Khartoum, K.G.," by Nandkuberbā, C. I. Maharani of Bavhnagar (R. W. Simpson, Richmond), an eloquent tribute, a Foreword is contributed by Lord Reay, in which he says that "The fine character of the late Field-Marshal appealed to the King-Emperor's Indian, as well as to his British subjects. He wielded a magic wand by which he created a large army in a short space of time. It is an unparalleled feat in the annals of the world." The Maharani of Bavhnagar says that she looked upon the great soldier-statesman of the British Nation as a sort of "latter-day Bhishma, the renowned hero of the Mahabharat," and treats of his character and the stirring incidents of his great career with enthusiasm and knowledge. The Maharani refers to Lord Kitchener's unfailing solicitude for all branches of the Indian Army, and adds that "to his direct initiative" was due the ready permission given for these troops to take their place beside their fellow-subjects of Great Britain and the Empire, and to fight

The Maharani deals with the great soldier's career in detail, referring with appreciation to all the outstanding events, from his enlistment, as a cadet, in General Chanzy's Army in the Franco-German War, to his tragic death upon the *Hampshire*; and his fine work in Egypt and South Africa is dwelt upon with emphasis. Referring to the present war, the Maharani says: "A nation trained for generations to the arts of peace had to be improvised into a military people. There was clearly only one man who could undertake and bring to a successful issue so herculean a task. That man was Kitchener." The volume has a number of interesting portraits and illustrations.

Among the many books specially prepared in aid of various war funds, two that deserve the unstinted support of book-buyers are: "The Lord Kitchener Memorial Book" (Hodder and Stoughton), and "Told in the Huts," the Y.M.C.A. Gift Book (Jarrold and Sons). The former has been published on behalf of the Kitchener Memorial Fund, and edited by its joint Honorary Secretary, Sir Hedley le Bas. The book is not, of course, a complete memoir, for, as Lord Derby says in his Preface, "so much information which is necessary for such a work is of a confidential nature, and could not now be included," but it is deeply interesting both on the literary and the pictorial side. The letterpress comprises reminiscences and appreciations of Lord Kitchener by various leading men, including Lord Derby, who knew him intimately, Sir William Robertson, General Joffre, Count Cadorna, General Birdwood, Mr. Arthur Henderson, and the Marquis de Chasseloup Laubat. Lord Kitchener's speeches during the war, reproductions of his recruiting appeals, and memorial speeches in Parliament after his death, are also contained in the book. The illustrations are numerous and well reproduced. Many of them, including photographs of Lord Kitchener in early life, will be recognised by our readers as having appeared originally in our special Memorial Number. The other

photographs and drawings cover every phase of his career, among them being several cartoons from *Punch*.

"Told in the Huts" is a miscellany, compiled on magazine lines, of articles, stories and poems dealing with life at the front in its various aspects, tragic, pathetic, and humorous. Among the literary contributors are such



ON THE WESTERN FRONT: TOMMY ADDS TO A GERMAN SIGN-POST.
Official Photograph.



ON THE WESTERN FRONT: TAKING A TRENCH SUPPORT THROUGH
A COMMUNICATION-TRENCH.—[Official Photograph.]

against a European foe on European soil, an event . . . embodying the principle of equality within the Empire, and promising in the future a broad development of political and military privileges for the people of India."

well-known names as Sir R. Baden-Powell, George A. Birmingham, Paul Trent, Joseph Hocking, W. Pett Ridge, Annie S. Swan, Miss Lena Ashwell, and the Right Hon. G. W. E. Russell. The volume is illustrated by numerous marginal drawings and a number of fine colour-plates by the late Mr. Cyrus Cuneo, whose bold, imaginative work was, before his strange and tragic death a few months ago, frequently reproduced in the pages of this paper. The book is published for the benefit of the Y.M.C.A. Active Service Campaign amongst our soldiers, sailors, and munition-workers in all parts of the world.

We regret that in giving the portrait of a lady in our issue of March 17, we described it as that of the late Mrs. Clayton Brown, instead of Mrs. Clayton Swan, who died on service at Boulogne, where she had worked devotedly at the canteen which has been such a boon to our soldiers. Her death is sincerely regretted by all who had the privilege of knowing her.

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To PREVENT—is the Divine Whisper of the Present.'**



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It is *not* from what a man swallows, but from what he digests *that* the blood is made, and remember that the first act of digestion is chewing the food *thoroughly*, and that it is only through doing so that you can reasonably expect a good digestion.

Unsuitable food and eating between meals are a main cause of indigestion, &c., because introducing a fresh mass of food into the mass already partly dissolved arrests the healthy action of the stomach, and causes the food first received to lie until incipient fermentation takes place.

A Judicious Rule.—"1st, Restrain your appetite, and get always up from the table with a desire to eat more. 2nd, *Do not touch anything that does not agree with your stomach, be it most agreeable to the palate.*" These rules have been adopted in principle by all dieticians of eminence, and we recommend their use.

'A LITTLE at the RIGHT TIME, is better than Much and Running Over at the Wrong.'

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The use of

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imparts the real touch of home, makes for cosiness, content and restfulness.

The candle with the mellow light.

PARASTRINE CANDLES.

For use with shades.

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GRASS-BLEACHED LINEN HUCK TOWELS, hemstitched, size 2½ x 41 inches, 25/6, 29/3 per doz.; 25 x 42 inches, 28/-, 32/9 per doz.; 27 x 43 inches, 35/6, 36/9 per doz.

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NEW NOVELS.

"Housemates." Wilfred Hornby was a sensitive, without being a genius. He records, through the pen of Mr. J. D. Beresford in "Housemates" (Cassell), the impressions made on him by the buffets of life during the first thirty years or so of his existence, and the still stronger impressions made by the characters of those with whom he came in contact. He vibrated very easily to personal touch—friendliness, hostility, jealousy, or invitation—and nothing in the book comes through to us more clearly than the endurance of his quality and the fluctuating complexities of his adolescence. His engagement to his cousin Gladys is a negative affair; but then Mr. Beresford lets us see that the springs of the young man's heart remained untouched, and, with perhaps the neatest handling in the book, he opens up the little shallow soul of Gladys and lays it bare for our enlightenment. For the most part, Wilfred apart, the record follows the lives of the other lodgers in the house in Keppel Street, Bloomsbury, where he meets a curious assortment of men and women. As for the dingy air of Bloomsbury, the reader can feel it in his lungs. The story itself is "chancy" and irrelevant—but then that happens to be the way of life: the murder on the first floor had nothing to do with Wilfred, but it cannot but be among the chief of his landmarks. "Housemates" is one of those challenging, thought-compelling Beresford books that are read with facility because of their skilful technique, and yet are far from being, in the common sense, light reading. The house of Cassell has published not a few noteworthy books this season—their present list is quite a galaxy of stars—and Mr. Beresford's new novel is one of the best of the clever company.

"The Purchase Price." Mr. Ridgwell Cullum's Western

American novels have a staunchness of outlook, a faith in human nature, that make them wholesome reading. His people are simple, and the subtleties of human nature would either appear to have escaped him or to be discouraged by the atmosphere of the Golden West. To balance this, he presents a compact plot, with sufficient leaven of "gunning" and adventure. "The Purchase Price" (Chapman and Hall) is the story of blood-money. The Vigilantes are on the look-out for a gang of rustlers, or cattle-thieves, who have so far eluded them, when a woman in the hills accidentally discovers the camp of the gang. There is a reward offered of ten thousand dollars, and she secures it.

It is very hard luck for Elvine van Blooren that she should afterwards marry the twin-brother of the golden-haired chief rustler, and discover him sworn never to forgive the informer. Elvine was pretty insensitive, no doubt; but

for money-grabbing Elvine, her wits sharpened by adversity, over the gentle Nan, whose virtue strikes us as slightly insipid "The Purchase Price" would appear to be admirably suited for adaptation to the cinematograph stage. Its moral would be even more strongly stressed in "the pictures" than between the covers of a novel.

"Brown Amber." Mr. W. E. Norris has not restricted himself in "Brown Amber" (Hutchinson) to the limits of his usual novel of manners, but has added a little magic to his story. That is, if the talismanic bit of brown amber really did work wonders: the reader may judge its powers for himself, and at the same time enjoy a very pleasant romance. The well-bred, easy people who find themselves in the vortex of the war somewhere about the last five chapters are the English of a certain stamp—the breed that has given, and is continuing to give, its bravest and best on the battlefields of France and Flanders. The German spy is drawn as the bully who is also a coward—the normal, but not the invariable, combination. Secret service demands approved courage of a sort for its successful execution, but Captain Winter was not a particularly successful spy, so that Mr. Norris's neat little study is consistent in an important detail. "Brown Amber" is a smooth-running and happily written novel, sure to be in demand at the libraries.

"Before Midnight." Mrs. Mordaunt's collection of short stories, "Before Midnight" (Cassell), presents her in a new light—as a writer with a leaning towards the mystical

and the occult, and with what might be called the Algernon Blackwood touch. It is unexpectedly free from those heats and flushes that have provided so much of the material for her earlier novels; it practises, in fact, the higher art of the romantic imagination instead of the emotional self-analysis of a type of realism. Mrs. Mordaunt's eye for colour, for human drama, and for the exact accessories of tragedy arranges the grouping of her characters as well in a ten-thousand-word story as in a full-length novel. This book is, in fact, a collection of novels in miniature. It ranges over many countries, from the English glen and moorland to that tropical island that she knows so intimately and uses to so much advantage. There is an earnestness in the writing that communicates something of its own vivid temper to the reader, and that binds him to his chair until he has devoured the generous fare provided by Mrs. Mordaunt's talent.



ON THE WESTERN FRONT: THE CHURCH OF BOISIEUX-AU-MONT BLOWN UP BY THE GERMANS.—[Official Photograph.]

she hardly deserved the fate that crushed her. She had to be removed in order that Jeff Masters should marry the

"Before Midnight" (Cassell), presents her in a new light—as a writer with a leaning towards the mystical



ON THE WESTERN FRONT: BRIDGING A RIVER—THE ORIGINAL BRIDGE HAVING BEEN BLOWN UP BY THE RETREATING GERMANS. [Official Photograph.]

true-hearted girl who had loved him all along; but so perverse are we that we remain with a sneaking preference

until he has devoured the generous fare provided by Mrs. Mordaunt's talent.



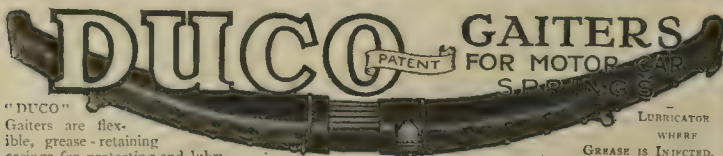
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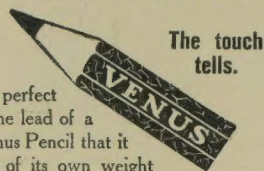
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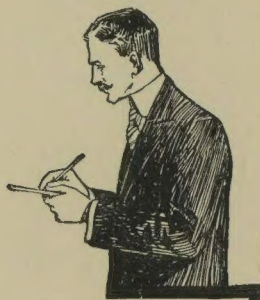


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THE CHRONICLE OF THE CAR.

Petrol Restrictions and Horse-Racing. There has been a tremendous, and to some extent a justifiable, outcry on account of the apparently limitless supplies of petrol available to those who patronise race-meetings. It is said that, on the occasion of every recent meeting, hundreds of cars might have been seen on the roads leading to the course, and that in some cases the number has been so great that the cars have been unable to find accommodation in the paddocks, and have had to be parked on the roads outside. It is argued, with some

purposes? We know the immeasurable good that racing on road and track has done for the car. We also know that we have not at all reached finality in the development of the self-propelled vehicle; and we further know that since the outbreak of the war design has been in a virtual state of stagnation. Therefore, it is quite arguable that unless facilities—and petrol—are given for a continuance of motor-racing, there is a grave danger of the quality of the car deteriorating. That, moreover, would be a much more serious matter for the country than any corresponding falling-off in the breeding of "the friend of man." Whether we could have done better without the motor or the horse in this war is a matter which is not open to argument at all. But I can quite imagine what would have happened if the motorist and the motor trade had submitted that motor-racing was an absolutely essential pursuit during the war! The best answer the horse-racing fraternity could have returned to the criticisms that have been levelled against them would have been the retort that they, like all other users of motor-cars, have been put on an allowance of fuel. If they choose to expend it in attending race-meetings instead of in week-end runs to Brighton, that is their own business. Such an answer would have left no argument in reply—and there would have been no cant about it.

Super-Taxation of the Motorist.

In view of the forthcoming Budget, the *Motor* sounds a note of alarm, saying that it learns that still heavier imposts (on the motorist) are a foregone conclusion. It is suggested, says

this usually well-informed journal, that, as many car-owners will be demanding half the tax returned from June 30, some extra taxation may possibly be put on as from Jan. 1 to neutralise in effect the concession. While it is impossible for anyone save the Chan-

cellor of the Exchequer and his advisers to have any exact knowledge of the subject, I should say that, for once, the *Motor* has found a mare's-nest. The main thing is that there would be no revenue in it, since three-quarters of the private cars in the country are out of commission. Then, a super-tax would have the effect of causing a very large number of owners who are at present doing useful



FROM "MINUS" TO "PLUS": A "UNIVERSAL" MOTOR-TRACTOR'S WORK.

This motor-tractor is shown at work on heavy Bedfordshire land, valued for agricultural purposes at "minus" 2s. 6d. per acre. With the aid of this tractor, however, nearly a hundred tons of hay were obtained from land hitherto regarded as useless.

show of reason, that when petrol supplies are so short that the Petrol Control Committee has been compelled to deny fuel to motorists who require it for purposes which are certainly more useful than the mere attendance at race-meetings, it is outrageous that the bookmaker and the habitual racegoer should be able to waste petrol in the pursuit of sport. On the other side, we have had trotted out the age-old contention that horse-racing is necessary for the maintenance and improvement of the quality of our horses, and that, without the necessary facilities, racing must stop and the breeding of the horse deteriorate. To my mind, that argument will not hold water nowadays. Why should not the motorist himself use it for his own

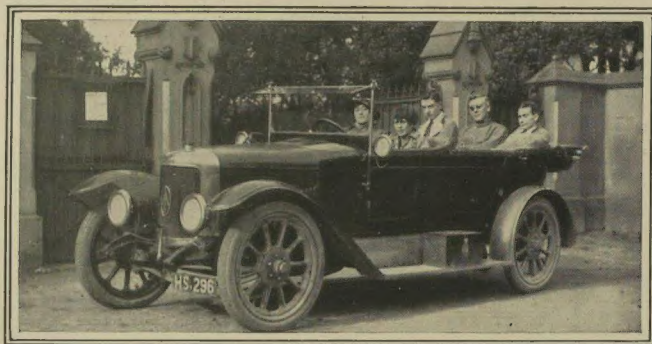


MIRRED IN SOUTH AFRICA: A B.S.A. MOTOR-CYCLE.

Our photograph shows a sturdy 41-h.p. B.S.A. motor-cycle, with side-car, mired very nearly to the hubs, in a main road in South Africa.

national work with their cars to lay them up, with the consequence that either the work would not be done at all or it would have to be carried on at the direct expense of the State. Moreover, such taxation would cause a great deal of dissatisfaction among a class who are already contributing rather more than their relative share to the cost of the war. That would, from the Chancellor's point of view, be a small

(Continued overleaf.)



ON ACTIVE SERVICE: A HANDSOME ARROL-JOHNSTON CAR.

This fine car is on active service of the most beneficent kind, and the wounded occupants are evidently appreciating this luxurious method of adding to the comfort they have so well and bravely earned.

URODONAL

THE UNRIVALLED SPECIFIC FOR:

PREMATURE OLD AGE.

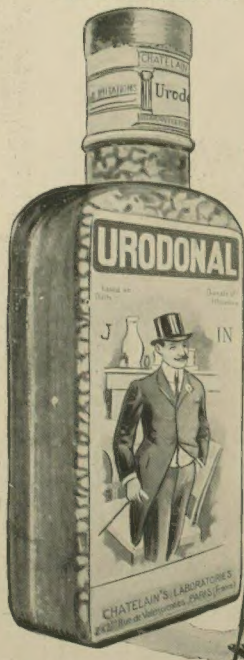
PROF. FLEURY (of the Paris Faculty of Medicine) in the course of a communication to his colleagues described some of the symptoms of premature old age, viz.: dyspepsia, constipation, lassitude, insomnia at night and drowsiness during the day, numbness at the back of the neck, headache, cramp, obesity, heart trouble, sudden rise followed by rapid fall of temperature, kidney trouble, loss of memory, lack of determination in action and general want of tone, &c.

He stated that close investigation of such cases had shown that in 165 out of 201 (i.e., 82 %) there was a marked excess of uric acid, this being quite sufficient to cause a man to look prematurely aged. Nevertheless it is consoling to know that this mischievous body poison can be easily and rapidly dissolved and eliminated by the powerful uric acid solvent called URODONAL.

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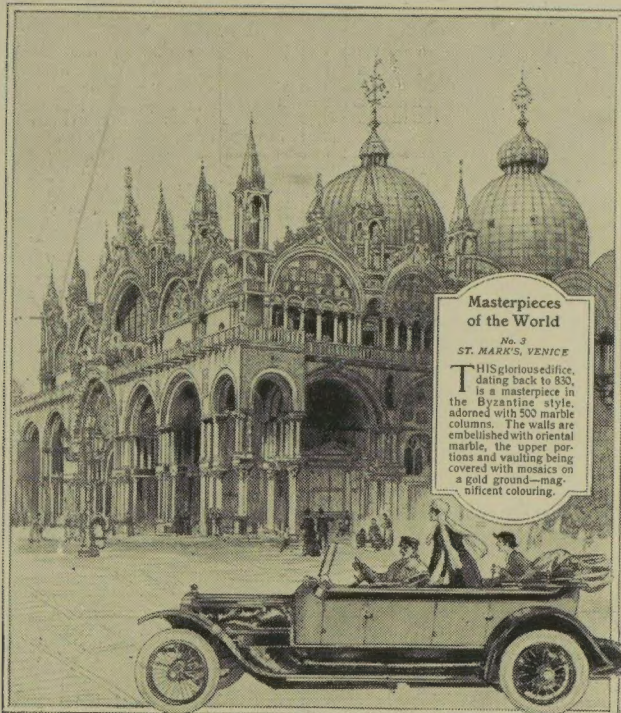
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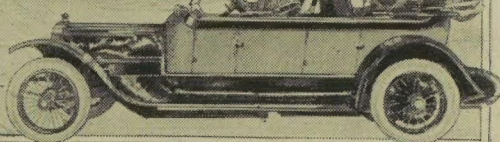
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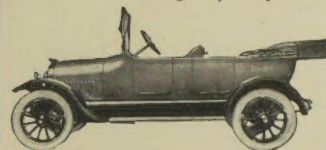
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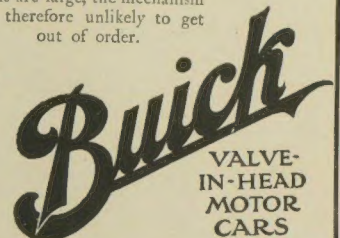
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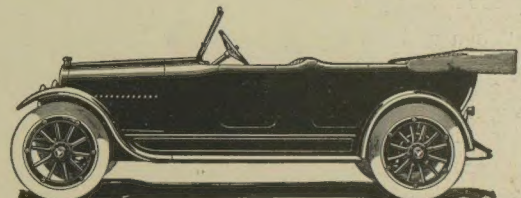
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The Fresh Milk Food

(Continued.)

thing if the advantages were sufficiently great to balance it; but then they are not. On the whole, therefore, I am inclined to think that Mr. Bonar Law will, on examination, find that the game is not worth the candle and will decide to leave the motorist alone so far as heavier burdens are concerned.

American Tyre Manufacturers and the British Market.

The *India Rubber World*, the organ of the American rubber trade, reproduces an article from the *Times Trade Supplement*, in which the writer, a prominent British rubber manufacturer, resents the freedom with which American-made tyres are allowed to come into our markets. Commenting upon this article, the editor of the *American Journal* remarks: "The contentions are not unreasonable. In his place, any American manufacturer would voice the same complaint, and, perhaps, not as temperately. It is a good guess, therefore, that, once the war is over, American goods will be handicapped in the British market." In connection with this very vexed question of tyre and rubber imports, it was admitted in the House of Commons last week that the free import of tyres from America was one of the conditions of a pledge given by American rubber manufacturers and exporters not to ship rubber direct to neutral European markets, whence it might slip through to enemy countries. This explanation, at any rate, supplies a logical reason for a state of things which would otherwise be quite outside the understanding of the average person. We decline to allow the import of American cars and accessories, for the substantial reason that we need the tonnage for more urgent purposes, yet we give facilities for the use of that tonnage for the import of tyres, of which we can produce all we require. However, the reason given is admittedly a good one, so there is no more to be said.

Shareholders in the Sunbeam Motor Car Company are to receive payment of an interim dividend of 5 per cent. on the ordinary shares, free of income-tax, payable on the 14th inst.

W. W.

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CHESS.

TO CORRESPONDENTS.—Communications for this department should be addressed to the Chess Editor, Milford Lane, Strand, W.C.

J. H. PRICE (Rochdale).—Your solution is correct.

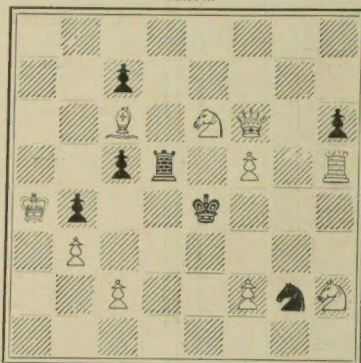
CAPTAIN C. A. MANDER (Forces in Egypt).—We are sorry that a W Kt was omitted at K 2nd, in the problem to which you refer.

CHARLES WILLING (Philadelphia).—Bringing us still deeper in your debt. Many thanks for such a beautiful game.

LIEUT. A. D. LEGGIE DILKINSON (Brighton).—The position you send us, unfortunately, contains a flaw which you perhaps will have seen amended in our number for March 31. As regards the Pawn you challenge, what was to prevent it taking a piece from Kt 6th before the W P had moved from Q Kt 2nd?

PROBLEM No. 3756.—BY H. D'O. BERNARD.

BLACK.



WHITE.

White to play, and mate in two moves.

CORRECT SOLUTIONS OF PROBLEM No. 3749 received from J. C. Gardner (Toronto), J. A. Barron (Stratford, Canada), C. A. M. (Penang), and P. James (Trinidad); of No. 3751 from J. A. Barron, J. C. Gardner, and E. Carey McKean (Phoenix, Arizona); of No. 3752 from Dr. J. J. Boerna (Amhem), and J. Mitchell (Sutton); of No. 3753 from J. Marshall Bell (Buckhaven), Captain Challice (Great Yarmouth), and E. Wallis; of No. 3754 from Jacob Verrall (Rodmell), J. Marshall Bell, Captain Challice, John Isaacson (Liverpool), Captain Mitchell (B.E.F.), T. Wright (Amersham), E. P. Stephenson (Llandudno), L. S. Kettlewell (Elghaston), E. Wallis, and R. C. Durell (Wimstead).

CORRECT SOLUTIONS OF PROBLEM No. 3755 received from Rev. J. Christie (Birlingham), G. Stillingfleet Johnson (S. Aford), H. Grasett Baldwin (Farnham), and J. S. Forbes (Brighton).

SOLUTION OF PROBLEM No. 3753.—BY EDITH VICARS. (See amendment in Chess column of March 31.)

Black's last move must have been P to K 4th, then 1. P takes P (en passant) and mates next move.

CHESS IN AMERICA.

Game played in the Championship Tournament of the New York State Chess Association, between Messrs. KUPCHIK and JENNINGS.

(Ray Lopez.)

WHITE (Mr. K.) BLACK (Mr. J.)

1. P to K 4th P to K 4th
2. Kt to K B 3rd Kt to Q B 3rd
3. B to Kt 5th P to Q R 3rd
4. B takes Kt

Since Anderssen introduced this continuation, it has been often used with success. Lasker scored with it in the first game of his championship match with Tarrasch.

4. Q P takes B
5. Kt to B 3rd B to K Kt 5th
6. P to K R 3rd B takes Kt
7. Q takes B Kt to B 3rd
8. P to Q 3rd B to K 2nd

Evidently counting on an advantageous counter-attack, if his Kt P is captured.

9. Q to Kt 3rd Q to Q 3rd
10. Q takes Kt P R to K Kt sq
11. Q to R 6th R takes P
12. B to Q 2nd Castles
13. Castles Q R to Kt sq
14. K R to B sq Q R to Kt 3rd
15. Q to K 3rd Kt to Q 2nd
16. Kt to K 2nd Q to K 3rd
17. K to Kt sq B to B 4th
18. P to Q 4th P takes P

WHITE (Mr. K.) BLACK (Mr. J.)

19. Kt takes P Q to B 3rd
20. B to B 3rd B takes Kt

Black's position is not a bad one, and he has now time to play K to Kt sq, the necessity of which does not appear at the moment, but is demonstrated to his disadvantage three moves later on.

21. B takes B Q to R 5th
22. Q to K B 3rd P to B 3rd
23. Q to B 5th R to Kt 2nd
24. B to K 3rd R to K 2nd
25. R to Kt sq

If Black should reply, R takes R, then 26. R takes R, R to K sq, 27. R to Kt 7th, R to Q sq, R takes R P, etc.

25. R to Kt 3rd
26. P to B 3rd P to Kt 3rd
27. P to R 4th R to Kt 6th
28. B to B 4th

A very masterful ending.
28. R takes B P
29. R takes Kt R takes B
30. R to Kt 8 (ch) K to Kt 2nd
31. Q R to Q 8th P to Kt 4th
32. R to Kt 8 (ch) Resigns.

Two new volumes have been added by Messrs. Macmillan to their well-known topographical series—namely, "Highways and Byways in Nottinghamshire," by J. B. Firth, illustrated by Frederick L. Griggs; and "Highways and Byways in Galloway and Carrick," by the Rev. C. H. Dick, with illustrations by Hugh Thomson. Of Nottinghamshire Mr. Firth writes: "Its main interest lies in its two principal towns of Nottingham and Newark, in the Minster of Southwell—the Midland counterpart of Ripon and Wells—in its rich historical associations (especially in connection with the Civil War), in the romantic name of Byron, and in the glamour attaching to the great houses of the Forest of Sherwood and the noble families which have inhabited them." All these subjects, and many others, are treated in his pleasantly discursive pages. "The numerous pencil drawings are marked by delicate finish, and some old prints are also reproduced. Mr. Dick's territory in Galloway and Carrick is richer still in literary and historical associations, with its memories of Scott and Burns, and "battles long ago"; while the grandeur of the scenery, a land of tall cliffs and lonely lochs, contrasts with the wide pastures of the silver Trent. Mr. Dick points out that the district of which he writes has long remained comparatively unknown. Mr. Hugh Thomson's pencil sketches are done in a broader manner than those of Mr. Griggs.

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